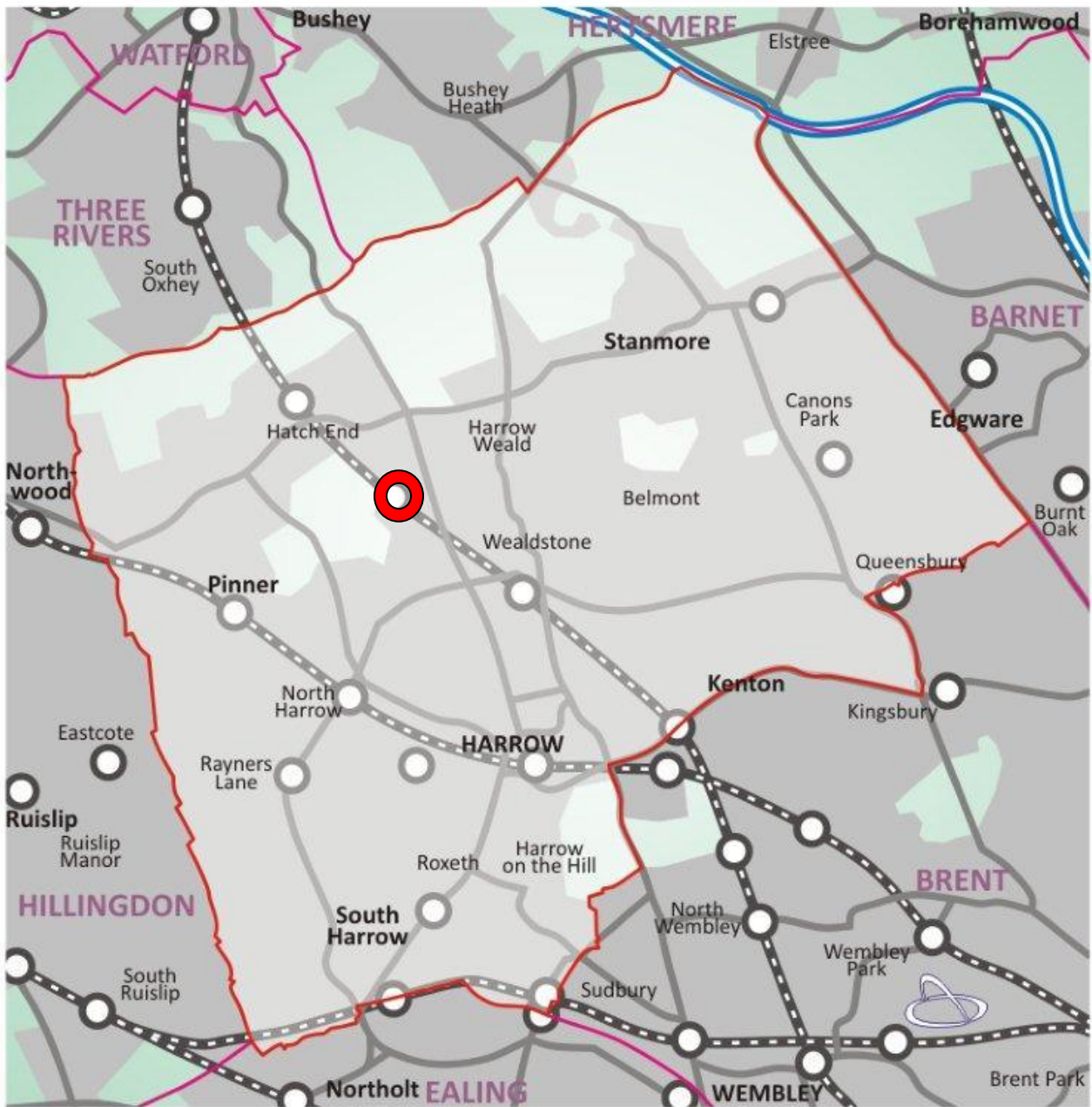


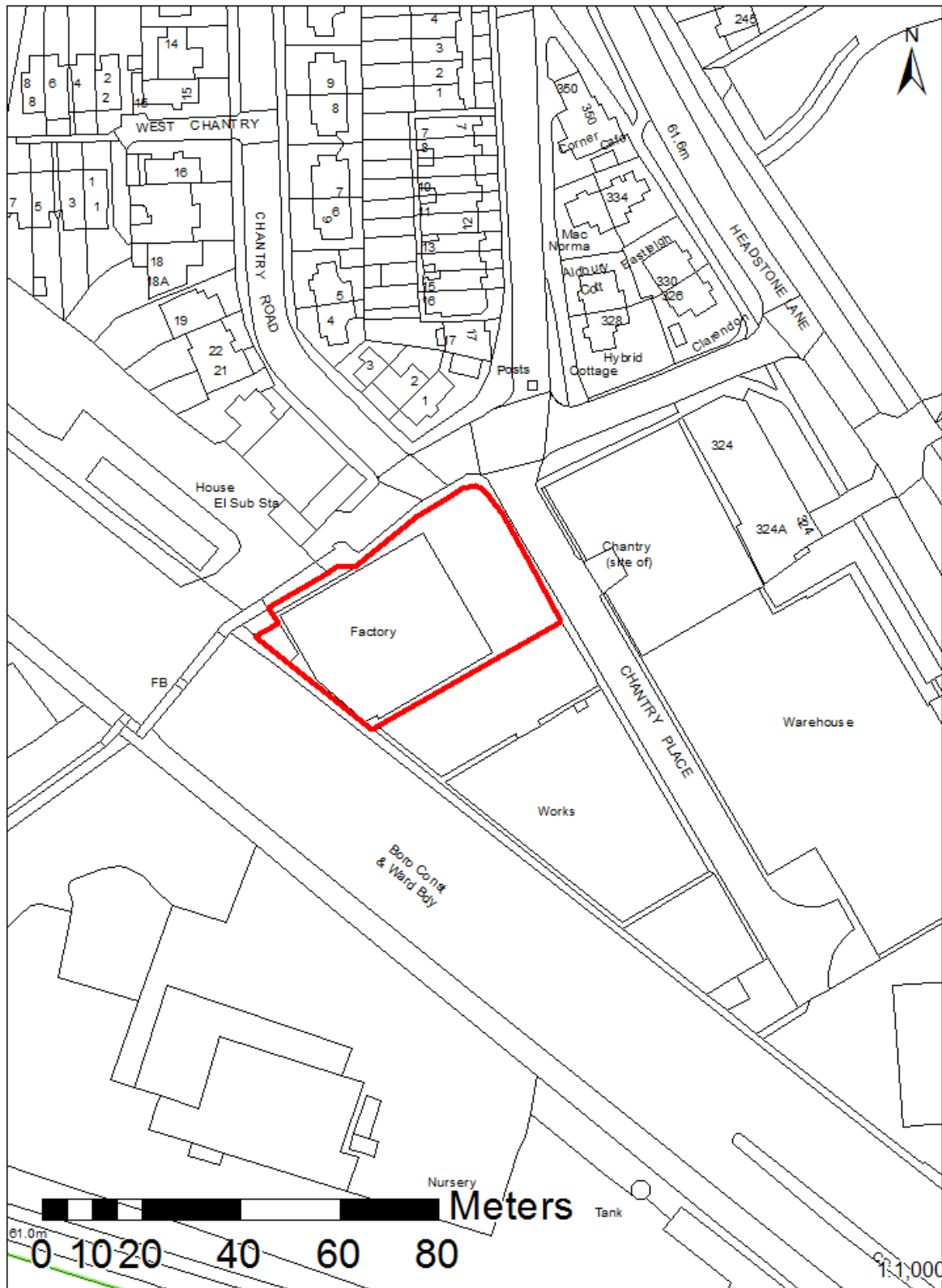
 = application site



Unit 1 Chantry Place, Harrow HA3 6NY

P/0949/18

# Unit 1 Chantry Place HA3 6NY



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# LONDON BOROUGH OF HARROW

## PLANNING COMMITTEE

23<sup>rd</sup> January 2019

**APPLICATION NUMBER:** P/0949/18  
**VALIDATE DATE:** 29 OCTOBER 2018  
**LOCATION:** UNIT 1 CHANTRY PLACE, HARROW  
**WARD:** HATCH END  
**POSTCODE:** HA3 6NY  
**APPLICANT:** MR J PINDORA  
**AGENT:** DS SQUARED ARCHITECTS  
**CASE OFFICER:** JONATHAN ASHWORTH  
**EXPIRY DATE:** 19/12/2018

### PROPOSAL

Erection of a two-storey industrial building to be used for B2 purposes, along with the provision of parking spaces, landscaping, cycle and refuse storage facilities.

### RECOMMENDATION A

The Planning Committee is asked to:

- 1) agree the reasons for approval as set out in this report, and
- 2) delegate decision to the Chief Planning Officer to issue the planning permission upon the receipt of an acceptable Flood Risk Assessment, and subject to the conditions and any minor amendment to these conditions listed in Appendix 1 of this report.

### RECOMMENDATION B

That if applicant fails to provide a satisfactory Flood Risk Assessment by the 28<sup>th</sup> February 2019 or as such extended period as may be agreed by the Chief Planning Officer in consultation with the Chair of the Planning Committee, then it is recommended to delegate the decision to REFUSE planning permission to the Chief Planning Officer on the grounds that:

The proposal, by reason of the site being located within an area of land liable to flooding and the lack of a satisfactory Flood Risk Assessment, including appropriate flood resistant and resilience measures, the applicant has failed to demonstrate that the proposed development would not exacerbate the risk of flooding within the site or increase the risk and consequences of flooding elsewhere, contrary to the National Planning Policy

Framework (2018), Policy 5.12 of The London Plan (2016), Core Policy CS1U of Harrow Core Strategy (2012) and Policies DM 9 and DM 10 of the Harrow Development Management Polices Local Plan (2013).

## **INFORMATION**

This application is reported to Planning Committee as the development involves the change of use of non-residential floorspace in excess of 400sqm

Statutory Return Type:	(E) General Industrial
Council Interest:	N/A
GLA Community	£118,030
Infrastructure Levy (CIL)	
Contribution (provisional):	
Local CIL requirement:	£118,030

## **HUMAN RIGHTS ACT**

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

## **EQUALITIES**

In determining this planning application the Council has regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010.

For the purposes of this application there are no adverse equalities issues.

## **S17 Crime & Disorder Act**

Policies 7.3.B and 7.13.B of The London Plan and Policy DM1 of the Development Management Polices Local Plan require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal. It is considered that the development does not adversely affect crime risk.

# OFFICER REPORT

## PART 1: Planning Application Fact Sheet

The Site	
Address	Unit 1, Chantry Place, Harrow HA3
Applicant	Mr J Pindora
Ward	Hatch End
Local Plan allocation	None
Conservation Area	N/A
Listed Building	N/A
Setting of Listed Building	N/A
Building of Local Interest	N/A
Tree Preservation Order	N/A
Other	Flood Zone 3a Critical Drainage Zone Industrial and Business Use Area

## **PART 2: Assessment**

### **1.0 SITE DESCRIPTION**

- 1.1 The application site is located within small industrial estate located to the west of Headstone Lane. The proposed building is a replacement for a former building that has been demolished due to fire damage. Subsequently, the site has been cleared and some rubble remains.
- 1.2 The surrounding uses include a storage business, builders' merchant and a vehicle MOT centre. There are also residential properties in the vicinity. Immediately adjacent to the west is a railway line that provides one of the main routes into London from the north.
- 1.3 The site is located within flood zone 3a, as defined by the Environment Agency, and is therefore at a high risk of flooding. It is also within the Local Plan designated Critical Drainage Zone.

### **2.0 PROPOSAL**

- 2.1 The proposal is for the erection of a two-storey detached industrial unit that will be used for B2 purposes. Parking, landscaping, cycle and refuse storage facilities will also be provided. The proposed building will replace a former unit that has been demolished due to fire damage.
- 2.2 The proposed building will have a footprint of 915sqm, an increase of approximately 20sqm from the original building.

### **3.0 RELEVANT PLANNING HISTORY**

- 3.1 A summary of the relevant planning application history is set out in the table below:

<b>Ref no.</b>	<b>Description</b>	<b>Status and date of decision</b>
WEST/761/96/FUL	Detached garage with revised access	Granted February 1997

### **4.0 CONSULTATION**

- 4.1 A total of 25 notification letters were sent to neighbouring properties regarding this application.
- 4.2 The public consultation period expired on 10 May 2018.

#### 4.3 Adjoining Properties

Number of letters Sent	25
Number of Responses Received	1
Number in Support	0
Number of Objections	1
Number of other Representations (neither objecting or supporting)	n/a

#### 4.4 The details of the objection received from 6 Chantry Road are as follows:

- Lorries will turn into Chantry Road, a residential street, to reverse into the site and this is unacceptable – this issue is addressed in paragraph 6.5.2 of this report
- The Rail Network have failed to realise that the moving of the entrance would impact on their ability to access the line for maintenance work – this issue is addressed in paragraph 6.9.1 of this report
- Access to the showroom would seem to be along the boundary adjacent to the footpath that leads to the bridge and the developer should improve this footpath area as part of the development

#### 4.5 Statutory and Non Statutory Consultation

Highways Officer - This proposal is for a replacement industrial unit within an existing industrial estate off Headstone Lane. The location has a ptal of 3 meaning that access to public transport is considered to be moderate. The statement demonstrates that there are various public transport options including buses and national rail services within a short walking distance, furthermore, there is also an on road cycle route nearby.

It is anticipated that the proposal would generate a slightly lower level of trips than the previous use of the site due to a reduction in GFA. As the use is intended to be the same, it is unlikely that there would be much difference in trips in reality.

New access – the proposal seeks to provide a new vehicular access to be located on Chantry Place. This would be subject to a separate application to Highways. We would like to see that the proposed landscape between the new access and the existing access road is low and kept at a low height and we would also like further details on the height of the proposed bin store to ensure that suitable visibility is maintained.

The proposed parking level is considered to be acceptable. The London Plan standards allow for one space per 500sqm for commercial vehicles and between 1 and 7 spaces for non-operational purposes. 20% of the non-operational spaces must have electric vehicle charging points and a further 10% should have passive provision. Details of the electric vehicle charging point locations can be secured via pre-occupation condition.

The cycle parking proposed exceeds the minimum amount required. There doesn't appear to be any separation between those intended for long-stay and those for short-stay. In order to encourage staff to cycle, it would be necessary to provide sheltered and secure facilities. Details of the proposed cycle storage can be secured by pre-occupation condition.

Summary – based on the site being in an accessible location with adequate parking proposed, it is considered that this development is not likely to result in an adverse impact on the surrounding public highway therefore, subject to receiving further information on the proposed new vehicle access and conditions we have no objection to the proposal.

Network Rail – Details of methods of construction required

Drainage Engineer – Comments awaited

Urban Design Officer – Impose condition regarding the type of external materials to be used.

Environmental Health – no comments received

Transport for London – no comments received

Economic Development – no comments received

Natural England – no comments received

Waste Management Policy Officer – no comments received

## **5.0 POLICIES**

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:

*'If regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.'*



- 5.2 In this instance, the Development Plan comprises The London Plan 2016, The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan (AAP) 2013, the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan SALP 2013 [SALP].
- 5.3 While this application has been principally considered against the adopted London Plan (2016) policies, some regard has also been given to relevant policies in the Draft London Plan (2017), as this will eventually replace the current London Plan (2016) when adopted and forms part of the development plan for the Borough.
- 5.4 The document was published in draft form in December 2017. Given that the draft Plan is still at early stages of the formal process it holds very limited weight in the determination of planning applications. Although this weight will increase as the Draft London Plan progresses to examination in public stage and beyond, applications would continue to be determined in accordance with the 2016 London Plan. It is anticipated that the Examination in Public will commence early 2019.
- 5.5 Notwithstanding the above, the Draft London Plan (2017) remains a material planning consideration, with relevant policies referenced within the report below and a summary within Informative 1.

## **6.0 ASSESSMENT**

6.1 The main issues are:

- Principle of Development
- Relationship with Neighbouring Uses
- Impact upon the Character and Appearance of the Area
- Highway Safety
- Flood Risk/Drainage
- Equalities
- Other Considerations

### **6.2 Principle of Development**

- 6.2.1 The application seeks permission for the erection of an industrial unit that will replace a now demolished building due to fire damage. There will be a modest increase in the footprint of the building compared to its predecessor. Policy DM31 of the Development Management Policies Local Plan supports, in principle, the development of existing industrial and business provided it complies with other relevant policies within the Development Plan. Paragraph 8 of the National Planning Policy Framework states that one of the key themes in achieving sustainable development is the economic objective of building a strong, responsive and competitive economy. Policy CS6 of the Core Strategy identifies the site as forming part of a Business and Industrial Use Area.
- 6.2.2 The site had previously been occupied by an industrial building that has been demolished due to fire damage, and so now constitutes a vacant site within the industrial estate. The condition of the land means that it would be considered to constitute previously-developed or brownfield land. The site is within walking

distance of the Headstone Lane railway station and with an overall PTAL score of 3, access to public transport is considered to be moderate.

6.2.3 Given that the proposed building would fall within the same use class as the previous building and it constitutes a form of economic development, it would accord with the core principle of the National Planning Policy Framework in delivering economic development. The use of previously-developed land and access to different modes of public transport would also mean that the proposal would represent a sustainable form of development. The proposal would therefore accord with policy DM31 of the Development Management Policies Local Plan (2013) and the Core Principles of the National Planning Policy Framework (2018) so the principle of development is acceptable.

### 6.3 Relationship with Neighbouring Uses

6.3.1 Policy DM1 of the Local Plan seeks to ensure that new developments do not have a detrimental impact upon the privacy and amenity of neighbouring occupiers. Paragraph 127 of the National Planning Policy Framework (2018) states that proposals should achieve a high standard of amenity for existing and future uses.

6.3.2 The site is located within a well-established industrial estate, although there are residential properties within close proximity. The surrounding uses include a builders' merchants and storage facility. The proposed building would be used for a similar use to that of the former building and so the surrounding properties would be familiar with the operations of the business. Although the proposed building would have a larger footprint than the original building, the scale of operation is still restricted by the amount of space available within the site. The application site is relatively modest in size and whilst there is an increase in the size of the building, the increase would not increase the level of activities to an unacceptable level.

6.3.3. The orientation of the building in relation to the nearby properties is such that there would be no adverse impact upon the outlook from these properties. The application site is located adjacent to a main railway line into London and Headstone Lane is a well-trafficked road so there is already a significant level of background noise. It is considered that any vehicle movements generated by the proposal would not significantly increase noise levels to detrimental levels, particularly considering that a business has previously operated from the site. It is therefore concluded that the proposal would accord with policy DM1 of the Development Management Policies Local Plan (2013) and paragraph 127 of the National Planning Policy Framework (2018) in achieving an acceptable relationship with neighbouring properties.

### 6.4 Impact upon the Character and Appearance of the Area

6.4.1. Policy DM1 of the Development Management Policies Local Plan (2013) seeks to resist development that does not achieve a high standard of design and layout and that which is detrimental to local character and appearance. Policy CS1.B of the Core Strategy (2013) also promotes good design by requiring that all development responds positively to the local and historic context in terms of design, siting, density and spacing. These approaches would be consistent with paragraph 127 of the National Planning Policy Framework (2018) which requires development to

be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

- 6.4.2 As mentioned, the site is located within a well-established industrial estate with a mixture of uses. The former building has been demolished and removed from the site so it is essentially a vacant plot. There is a mixture of designs to the surrounding units, in terms of their size, layout and appearance so no one particular design characterises the area. The proposed building would have a typical appearance of an industrial unit although further clarification needs to be sought with regard to the use of external materials. This can be achieved through the use of an appropriately worded condition.
- 6.4.3 The proposal includes a parking area to the side which means that the building would not overly dominate the plot and the amount of space available. Some landscaping is proposed in this area, which will help to soften the impact of a new building, though specific details would be required by way of a condition as well.
- 6.4.4 The proposal does include the provision of refuse storage facilities though further details would be required as to the specific design to ensure that it would meet the needs of the business and have an acceptable appearance. Subject to the use of appropriate materials and landscaping, the proposal would not have a detrimental impact upon the character and appearance of the area and so accord with policy DM1 of the Development Management Policies Local Plan (2013) and paragraph 127 of the National Planning Policy Framework (2018).

## 6.5 Highway Safety

Policy DM42 of the Development Management Policies Local Plan (2013) supports development that provides adequate parking spaces for both vehicles and cycles and is designed so as not to prejudice highway safety. Policy 6.13 of the London Plan (2016) sets out the parking standards required by new development as well as adequate provision of cycle storage facilities and electric vehicle charging points.

- 6.5.1 The proposal will provide a total of 9 parking spaces as well as cycle racks, all of which will be contained within the site. Whilst there is an increase in the footprint of the building, it is not expected that this would generate a significant increase in vehicle movements compared to what would have previously been generated. The site is located in an area with a PTAL scoring of 3, meaning that access to public transport is considered to be moderate as there are various public transport options including bus and rail services within close proximity. Additionally there is also an on-road cycle route nearby. It is considered that the amount of proposed parking spaces would be adequate for the scale of development proposed, and the provision of electric vehicle charging points can be secured by an appropriately worded condition. The level of cycle storage facilities is also deemed to be acceptable although specific details can be secured by condition to ensure that they are secure and sheltered.
- 6.5.2 The proposal would include the provision of a new access from Chantry Place with the present access being sealed off. Although a neighbouring resident has raised concerns that vehicles will use Chantry Road to reverse into the site, it has been demonstrated that there is adequate manoeuvring within the site and on Chantry

Place to allow vehicles to safely enter and leave the site. The Highways Officer has no objection to this aspect of the application.

## 6.6 Flood Risk/Drainage

6.6.1 The site is located within flood zone 3a, as defined by the Environment Agency, and is therefore at a high risk of flooding. It is also within the Local Plan designated Critical Drainage Area so additionally is at a high risk from surface water flooding. The applicant has submitted a Flood Risk Assessment in order to demonstrate that the proposed building will be protected from the risk of flooding throughout its lifetime, and also ensure that the surrounding area is not put at risk of flooding as a result of the scheme. In terms of the sequential approach to development, whilst it is recognised that there are areas within the borough that are at a lower risk of flooding, the application site would be an appropriate location for this form of development. This part of Chantry Place is recognised as an industrial estate and so would be an appropriate location rather than directing the development to an area at a lower risk of flooding that may not be suitable for such a use. The proposal is for a replacement building and there would be no increase in the vulnerability in terms of use. Although there would be a modest increase in the footprint of the building compared to its predecessor, the scheme would present an opportunity to incorporate modern drainage methods to ensure that the risk of flooding would not be increased in and around the site. The Council's Drainage Engineer has raised concerns in regard to the content of the information and a satisfactory Flood Risk Assessment is being sought. It is not considered that the issue is insurmountable and that a satisfactory outcome can be achieved in this regard to ensure that the development accords with policies DM9 and DM10 of the Development Management Policies Local Plan (2013),

## 6.7 Equalities

6.7.1 Section 149 of the Equalities Act 2010 created the public sector equality duty. When making policy decisions, the Council must take account of the equality duty, and in particular any potential impact on protracted groups. It is considered that this application does not raise any equality implications.

## 6.8 S17 Crime & Disorder Act

6.8.1 It is considered that the proposed development would not adversely impact upon community safety issues.

## 6.9 Other Considerations

6.9.1 Network Rail have raised concerns with regard to the construction of the building as the site is immediately adjacent to a main railway line. It is recognised that this proximity poses a constraint to the construction of the building and therefore a condition can be imposed requiring a Construction Method Statement to be considered for consultation with Network Rail. Should there be any transgression of the development onto third party land, this would be a matter for the parties concerned to resolve. The objection letter states that the pavement outside of the site should be improved as part of the development, however this pavement does not form part of the application and its improvement is not considered to be necessary to enable the development to proceed.

## **7.0 CONCLUSION AND REASONS FOR APPROVAL**

- 7.1 The principle of development is considered to be acceptable as the proposed building would be located within a well-established industrial estate, involve the use of previously-developed land and is readily accessible by a number of different modes of transport. Subject to the use of appropriate materials and landscaping, the development would not have an adverse impact upon the character and appearance of the area. Adequate parking provision will be provided and satisfactory cycle storage and electric vehicle points can be secured by way of conditions. There are no concerns with regard to highway safety and the method of construction can be conditioned to ensure that the adjacent railway line is not hindered by the development. The proposal would therefore accord with relevant Development Plan policies and provisions of the National Planning Policy Framework.

## **APPENDIX 1: Conditions and Informatives**

### **Conditions**

#### 1. Timing

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

#### 2. Approved Plans

The development hereby permitted shall be carried out in accordance with the following approved plans:

Design & Access Statement, Transport Statement, Travel Plan, Flood Risk Assessment, 17031 P 01.01, 17031 P 01.02, 17031 P 01.03 Rev. A, 17031 P.01.04 Rev. B

REASON: For the avoidance of doubt and in the interests of proper planning.

#### 3 Cycle Storage

Notwithstanding the approved plans, prior to the occupation of the development, details of secure, accessible and sheltered cycle parking shall be submitted to, and agreed in writing by, the local planning authority. The approved details shall be implemented and available for use prior to the use commencing and remain in place throughout the lifetime of the development.

REASON: To ensure adequate provision of cycle storage for the future users of the approved development, in accordance with Policy 6.9 of the London Plan (2016).

#### 4. Bin Storage

Notwithstanding the approved plans, prior to the occupation of the development, details of bin storage facilities shall be submitted to, and agreed in writing by the Local Planning Authority. The approved details shall be implemented and available for use prior to the use commencing and remain in place throughout the lifetime of the development.

REASON: In the interests of the visual amenity of the area

5. Landscaping

The development hereby permitted shall not be occupied until there has been submitted to, and approved by, the Local Planning Authority, a scheme of hard and soft landscape works. Soft landscape works shall include: planting plans, and schedules of plants, noting species, plant sizes and proposed numbers / densities. The scheme shall include details of the following:

- a) hard and soft landscape details for the front forecourt, including proposed details and materials for the cycle and refuse shelters; and,
- b) means of boundary enclosure

REASON: To safeguard the appearance of the locality, in accordance with policy DM22 of The Development Management Policies Local Plan (2013).

6. Landscaping

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the development, or the completion of the development, whichever is the sooner. Any existing or new trees or shrubs which, within a period of 5 years from the completion of the development, die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season, with others of a similar size and species, unless the local authority agrees any variation in writing.

REASON: To safeguard the appearance of the locality, in accordance with policy DM22 of The Development Management Policies Local Plan (2013).

7. Car Charging

The development hereby approved shall not be brought into use until details of electrical vehicle charging points have been submitted to, and approved in writing, by the Local Planning Authority. The agreed details shall be installed and available for use prior to the use commencing and remain in place and available for use throughout the lifetime of the development.

REASON: To ensure adequate provision of electric vehicle charging points in line with policy DM42 of the Development Management Policies Local Plan (2013) and policy 6.13 of the London Plan (2016).

8. Construction Method Statement

No development shall commence until a Construction Method Statement has been submitted to, and approved in writing, by the Local Planning Authority. The statement shall outline how the building will be constructed and maintained without hindering the operations of the adjacent railway line. The development shall be carried out and maintained in accordance with the approved details throughout the lifetime of the development.

REASON: To ensure that the development can be constructed and maintained without hindrance to the adjoining railway line.

9. External Materials

The development hereby approved shall not proceed beyond damp proof course level until details of the materials to be used in the construction of the external surfaces of the building have been submitted to, and approved in writing, by the Local Planning Authority. Development shall then be constructed in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

REASON: To ensure that the development does not have an adverse impact upon the character and appearance of the area in accordance with policy DM1 of the Development Management Policies Local Plan (2013).

10. Use Class Restriction

Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 (or any Order revoking and re-enacting that Order), the building shall be used for purposes within Use Class B2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order.

REASON: The use of the property for any other purpose would introduce additional material considerations that the Local Planning Authority would need to consider

11. Vehicular Access

The development hereby approved shall not be brought into use until details of the proposed vehicular access have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the use first commencing and remain in place throughout the lifetime of the development. Upon the commencement of the approved use, the existing access shall no longer be used for vehicle movements.

REASON: In the interests of highway safety



12. Drainage

No development shall take place, until details of works for the disposal of surface water, including surface water attenuation and storage, have been submitted to, and agreed in writing by, the local planning authority. The submitted details shall include measures to prevent water pollution and details of SuDS and their management and maintenance. The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

REASON: To ensure that the development achieves an appropriate greenfield run-off rate in this critical drainage area and to ensure that sustainable urban drainage measures are exploited. To ensure that measures are agreed and built-in to the development to manage and reduce surface water run-off, this condition is a PRE-COMMENCEMENT condition.

13. No development shall take place, until a foul water drainage strategy, has been submitted to and agreed in writing by the local planning authority. The development shall not be occupied until the agreed drainage strategy has been implemented.

REASON: To ensure that there would be adequate infrastructure in place for the disposal of foul water arising from the development, and to ensure that the development would be resistant and resilient to foul water flooding. To ensure that measures are agreed and put in place to dispose of foul water arising from the development, this condition is a PRE-COMMENCEMENT condition.

14. No site works or development shall commence until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s), and any other changes proposed in the level of the site, have been submitted to, and agreed in writing by the local planning authority. The development shall be carried out in accordance with the details so agreed.

REASON: To ensure that the works are carried out at suitable levels in relation to the highway and adjoining properties in the interests of the amenity of neighbouring residents, the appearance of the development, drainage, gradient of access and future highway improvement.

15. Hours of operation

TBC

## Informatives

### 1. Policies

The following policies are relevant to this decision:

**The National Planning Policy Framework (2018)**

**The London Plan (2016):**

6.9, 6.13, 7.4, 7.6

**The Harrow Core Strategy (2012):**

CS1.B, CS.6

**Harrow Development Management Policies Local Plan (2013):**

DM1, DM9, DM10, DM22, DM31, DM42, DM43

### 2. Pre-application engagement

Grant without pre-application advice

Statement under Article 31 (1) (cc) of The Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended)

This decision has been taken in accordance with paragraphs 187- 189 of The National Planning Policy Framework. Harrow has a pre-application advice service and actively encourages applicants to use this service.

Please note this for future reference prior to submitting any future planning applications.

### 3. Considerate Contractor Code of Practice

The applicant's attention is drawn to the requirements in the attached Considerate Contractor Code of Practice, in the interests of minimising any adverse effects arising from building operations, and in particular the limitations on hours of working.

### 4. Party Wall Act

The Party Wall etc. Act 1996 requires a building owner to notify and obtain formal agreement from adjoining owner(s) where the building owner intends to carry out building work which involves:

1. work on an existing wall shared with another property;
2. building on the boundary with a neighbouring property;
3. excavating near a neighbouring building, and that work falls within the scope of the Act.

Procedures under this Act are quite separate from the need for planning permission or building regulations approval.

"The Party Wall etc. Act 1996: explanatory booklet" is available free of charge from:

Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB

Please quote Product code: 02 BR 00862 when ordering.

Also available for download from the Portal website:

<https://www.gov.uk/party-wall-etc-act-1996-guidance>

### 5. CIL

Please be advised that approval of this application (either by Harrow Council, or subsequently by the Planning Inspectorate if allowed on appeal following a refusal by Harrow Council) will attract a Community Infrastructure Levy (CIL) liability, which is payable upon the commencement of development. This charge is levied under s.206 of the Planning Act 2008 Harrow Council, as CIL collecting authority, has responsibility for the collection of the Mayoral CIL

The CIL liability for the application, based on the Mayoral CIL levy rate for Harrow of £35/sqm £130,130

This amount however does not include indexation, which will be included when a formal Liability Notice is issued. The floorspace subject to CIL may also change as a result of more detailed measuring and taking into account any in-use floor space and relief grants (i.e. for example, social housing).

You are advised to visit the planningportal website where you can download the appropriate document templates.

Please complete and return the Assumption of Liability Form 1 and CIL Additional Information Form 0 .

[https://ecab.planningportal.co.uk/uploads/1app/forms/form\\_1\\_assumption\\_of\\_liability.pdf](https://ecab.planningportal.co.uk/uploads/1app/forms/form_1_assumption_of_liability.pdf)

[https://ecab.planningportal.co.uk/uploads/1app/forms/cil\\_questions.pdf](https://ecab.planningportal.co.uk/uploads/1app/forms/cil_questions.pdf)

If you have a Commencement Date please also complete CIL Form 6:

[https://ecab.planningportal.co.uk/uploads/1app/forms/form\\_6\\_commencement\\_notice.pdf](https://ecab.planningportal.co.uk/uploads/1app/forms/form_6_commencement_notice.pdf)

The above forms should be emailed to [HarrowCIL@Harrow.gov.uk](mailto:HarrowCIL@Harrow.gov.uk)

Please note that the above forms must be completed and provided to the Council prior to the commencement of the development; failure to do this may result in surcharges and penalties.

## 6. Sustainable Drainage

The applicant is advised that the Drainage Authority in Harrow recommends the submission of a drainage plan, for their approval, including all surface and foul water connections and their outfall details. Please note that separate systems are used in Harrow for surface water and foul water discharge. Please email [infrastructure@harrow.gov.uk](mailto:infrastructure@harrow.gov.uk) with your plans.

## APPENDIX 2: SITE PLAN

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